



the void. If the liquid or gas are under pressure they will drive the motor 1.

If the liquid or gas is detonated this also will drive the motor 1. If the liquid or gas is not under pressure the motor must be driven. The void becomes a vacuum, a liquid, or gas moves though the intake port 29 into the void and will be trapped between the power cups 24 and 25, 25 and 26, or 26 and 24 until the space between the power cups is again intersected by the valve disc 2.

At which point pressure will develope between the backside of the power cups 24, 25 or 26 and the valve disc 2. Forcing the liquid or gas though the exhaust port 30. The exhaust process is the same whether the motor 1 is driving or being driven.

The discs 2 and 16 are machined within the closest tolerances possible.

Clearance between the discs, 2 and 16, and their housings 4 and 17 is maintained by the use of the tapered roller bearings 5, 6, 18 and 19 and their adjusters 9, 10, 22, and 23. Various condiments may be added depending on the application of the motor but the configuration and purpose of the discs remains the same though the discs 2 and 16 do not necessarily have to be at right angles to one another. The pressure vents 14, 27 and 28, allows for bypass gases or liquids to escape the motor preventing them from passing by the 7, 8, 20 and 22 and contaminating the bearings 5, 6, 18 and 19 or their lubricates.

The foregoing is considered as illustrative only of the principles of the invention. Further since numerous modifications and changes will readily occur to those skilled in the art, it is not desired to limit the invention to the exact construction and operation shown and described and accordingly all suitable modifications and equivalents may be resorted to, falling within the scope of the invention.